

June 14, 2022

10:00a.m. – 12:00p.m.

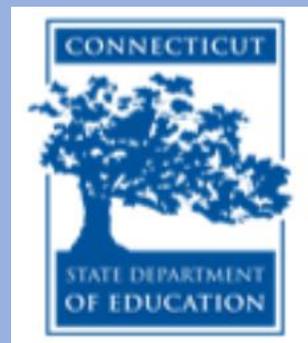
Vision Zero Council



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
 - II. Adoption of 3/22/22 Meeting Minutes
 - III. Pedestrian Safety Study and Road Safety Audits Update
 - IV. Sub-Committees – Summary of Sub-Committee Activity and Role in Advising VZC
 - a. Report Outs
 - i. Engineering
 - ii. Enforcement
 - iii. Education
 - iv. Equity
 - b. Sub-Committee Next Steps- Discussion
 - V. Administrative Items
 - VI. Next Meeting – date and topics
 - VII. Public Comment
 - VIII. Adjourn
- 

Welcome and Introductions



Adoption of 3.22.22
meeting minutes

CONNECTICUT DEPARTMENT OF TRANSPORTATION

**COMPREHENSIVE
PEDESTRIAN
SAFETY
STRATEGY**

JANUARY 2021



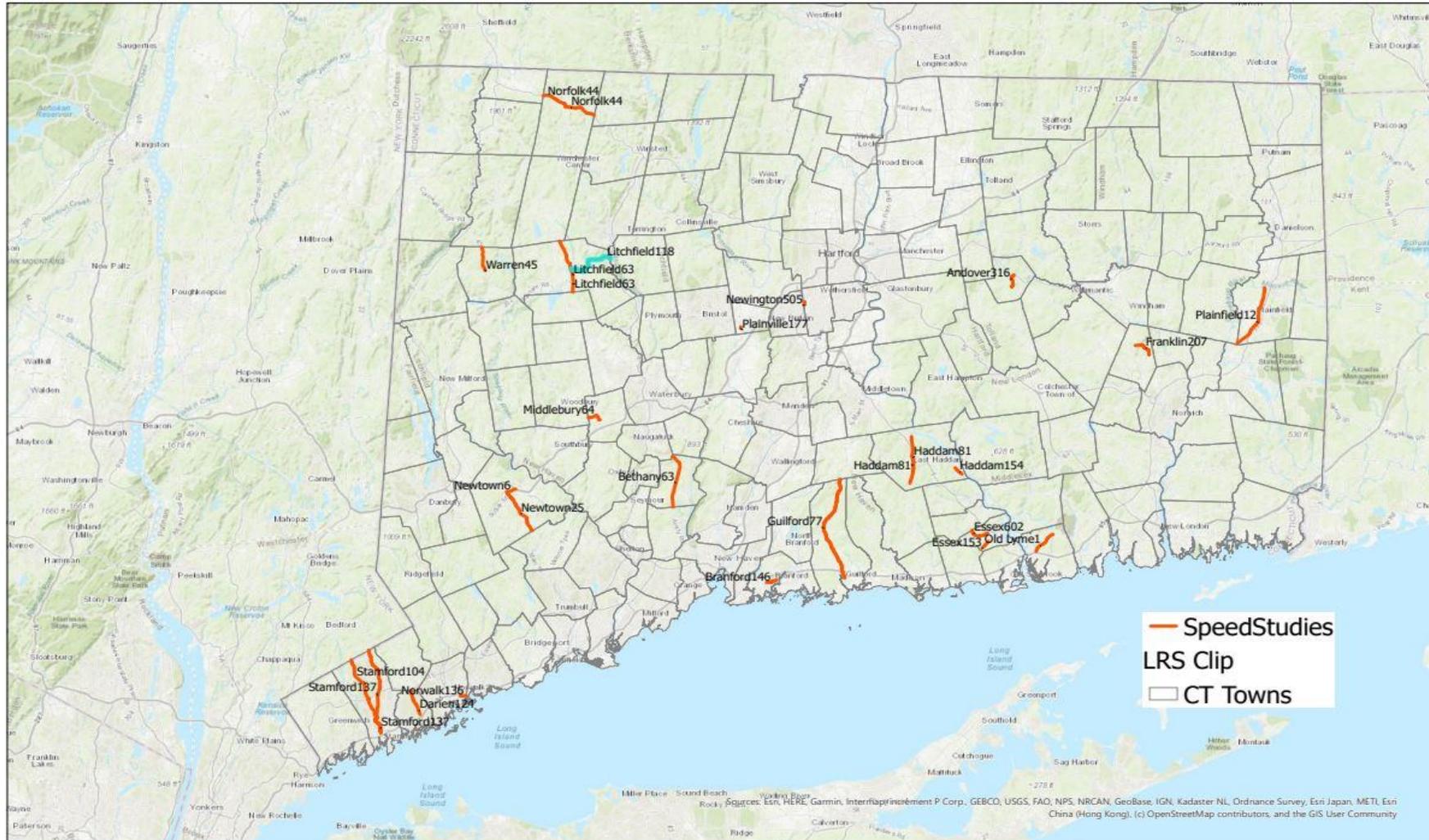
**PROJECT DEVELOPMENT -
ENHANCING PEDESTRIAN SAFETY
THROUGH SPEED MANAGEMENT**

ENHANCING PEDESTRIAN SAFETY THROUGH SPEED MANAGEMENT PROGRAM **STATE PROJECT NO. 0175-1604**

Program is designed to:

- Reduce and better manage traffic speeds on state highways that serve community centers with significant pedestrian activity.
- Assess 5 community centers to evaluate opportunities to reduce existing traffic speeds.
- Evaluate opportunities to lower traffic speeds on state roadways
- Locations derived from recent speed investigations performed by the Office of State Traffic Administration (OSTA). Both approved and denied
- Develop an engineering study template for municipalities to utilize when implementing a pedestrian safety zone

LOCATION SELECTION



PROJECT SCOPING

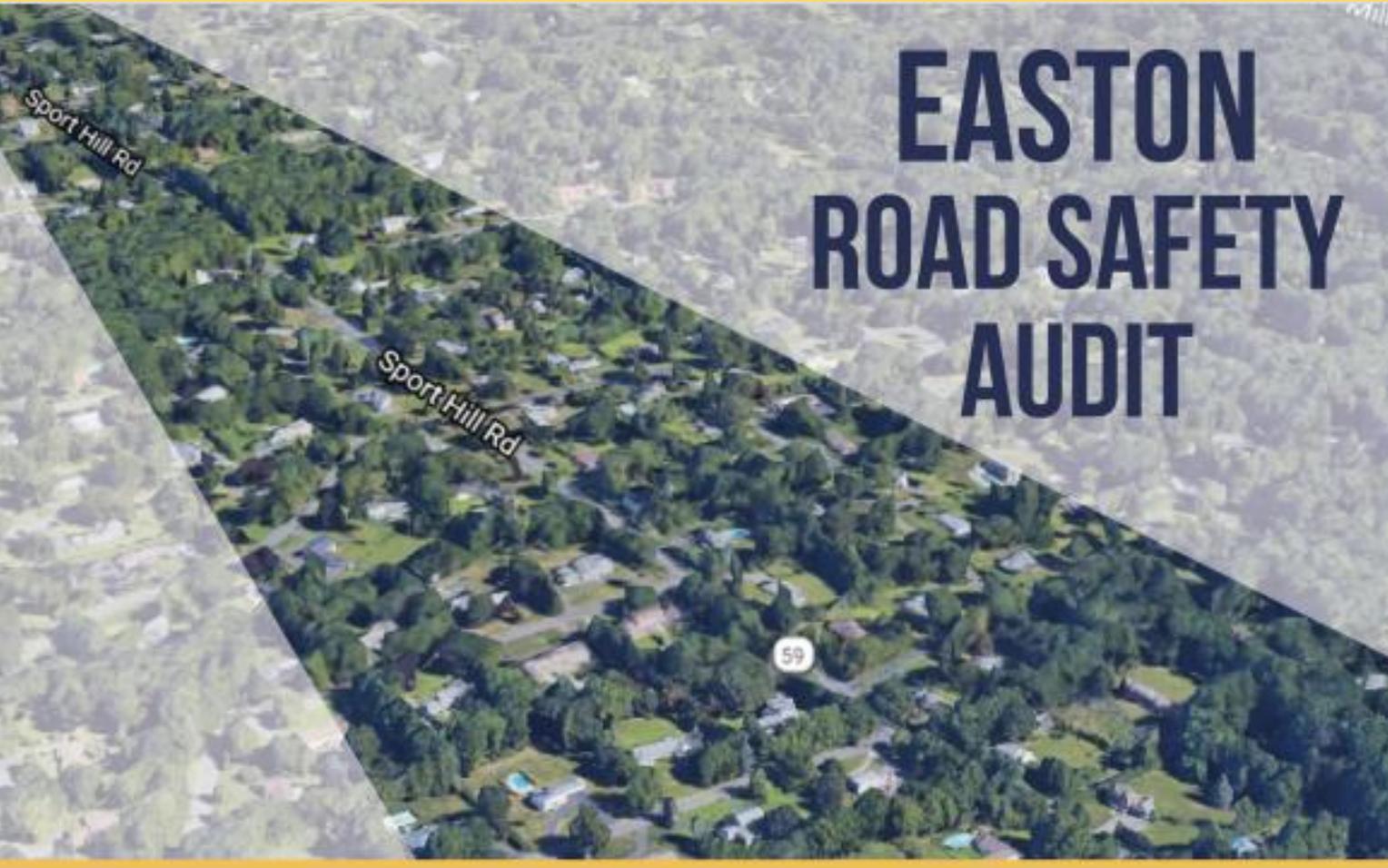
The current phase of the program consists of 9 Tasks:

- Project Management
- Data Collection
- Study Location Identification
- Data Analysis
- Draft / Final Report
- Ranking System for Countermeasure Implementation
- Website
- Post Implementation Data Collection
- Impact Statement

PROJECT STATUS

The current phase of the program consists of 9 Tasks:

- Project Management
- Data Collection
- Study Location Identification
- **Data Analysis**
 - **Defined Community Center**
 - **Pilot Locations will be Analyzed & Graded**
- Draft / Final Report
- Ranking System for Countermeasure Implementation
- Website
- Post Implementation Data Collection
- Impact Statement



EASTON ROAD SAFETY AUDIT

**Community Connectivity Program
Road Safety Audits (RSA)**



MAY 21, 2021

Purpose and Guidelines

Community Connectivity Program - RSA will identify opportunities to:

- Improve accommodations for bicyclists/pedestrians, speed reduction, congestion, etc.. in urban, suburban and rural community centers
- Improve connectivity to foster economic development, social interaction and recreational activities
- Address short-term and long-term transportation needs across the State
- Implement safety improvements on both state and local roadways

It is an opportunity for Municipalities to:

- Identify areas of concern
- Prioritize roadway improvements
- Establish a relationship with various groups at CTDOT

Road Safety Audits (RSAs)

- An innovative tool/process from FHWA that identifies:
 - Safety issues
 - Counter-measures
- To help improve safety by a “Boots on ground” approach
- To help reduce crashes between vehicles and pedestrians/bicycles
- Focus on locations that have non-motorized/vehicular safety challenges

RSA Roles and Responsibilities

- **CTDOT's Role**
 - Provide consultant (FHI Studio) assistance to municipalities
 - Conduct road safety audits
 - Produce a professional report with recommendations
- **Community's Role**
 - Participation in RSA by local/public safety professionals (Mayor/Town Admin, DPW, Planning, Schools, Police, Fire, local ped/bike advocates)
- **Why it's important**
 - Local officials know their community best
 - Locals need to be involved in any discussions on how to improve safety and connectivity in the area

What to Expect the Day of the RSA

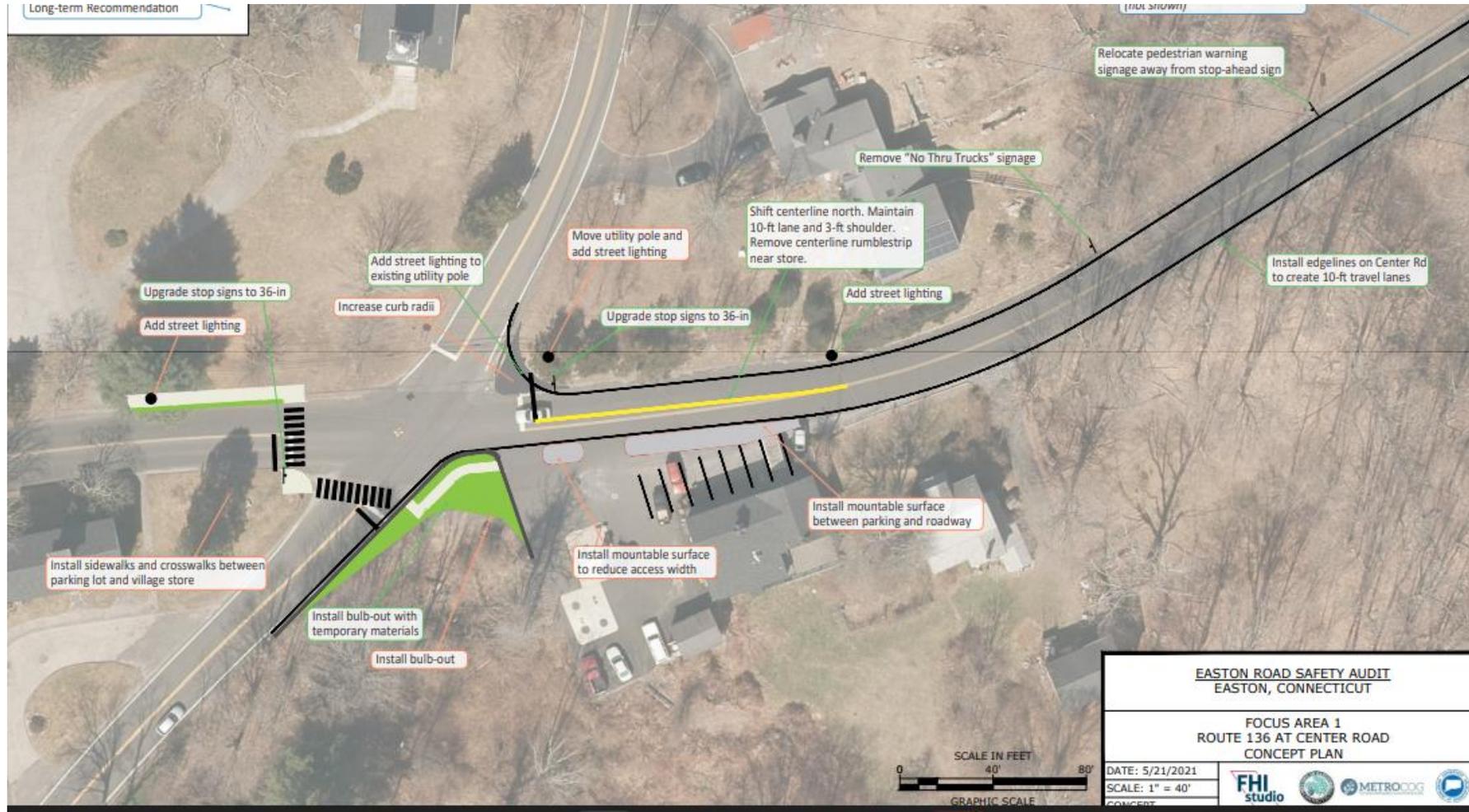
- The field review process takes about 8 hours
- Consists of 3 major components:
 1. Pre-Audit Meeting
 2. Field Audit
 3. Post-Audit Meeting



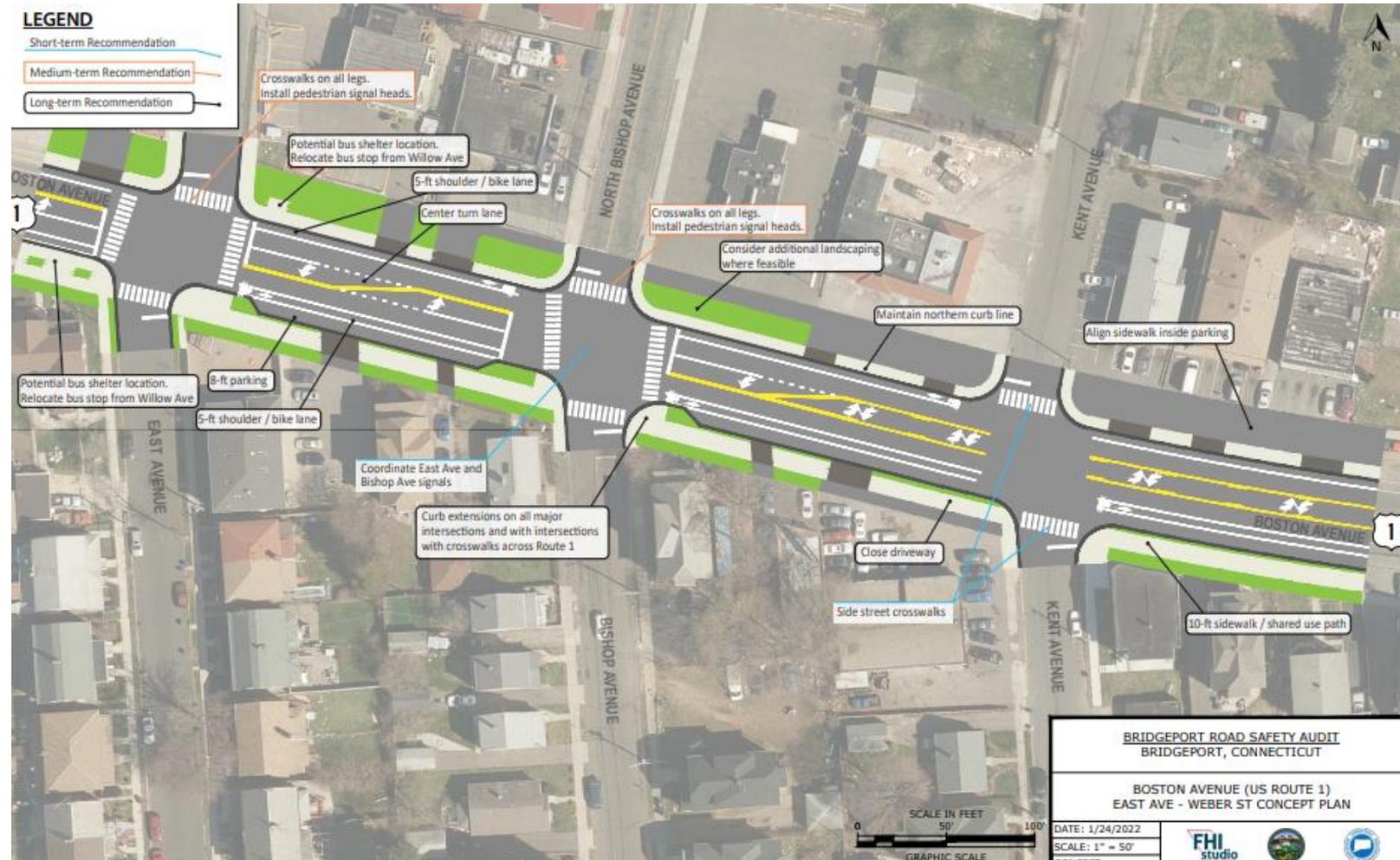
RSA Report

- A technical report summarizing the RSA is produced and provided to the municipality for their review, before being finalized. CTDOT simultaneously reviews this content.
- Road Safety Audit Report is an objective review intended for the municipality use to help assess the existing conditions within a predetermined area of town selected by the municipality.
- [CT Connectivity RSA](#)

RSA Report Recommendations



RSA Report Recommendations



RSA Program Overview & Next steps

Years	RSAs Performed
2016-2018	80
2018	1 (Greenwich Federally funded)
2018	Route 1 RSA (5 individual RSAs)
2018	1 Watertown RSA
2019-2022	17 (8 performed [5 state. 2 T2 Center, 1 municipal]) – 9 are in the works and to be completed by the end of 2022.
2022 & Beyond	Possibly gearing up to perform an additional 15

- Next Steps
 - Developing a chapter/guidance to help the municipalities take the RSA's to implementation.

RSA Statistics

- Total RSA's completed 104
- Total Town/Municipal Participants – 585
- Total Miles observed – 151
- Total Intersections observed – 977

- Roadway Characteristics
 - State Roads Observed – 78
 - Local Roads Observed – 14

 - Downtown Area – 17
 - Town Centers – 17
 - Urban Areas – 14
 - Suburban Areas – 27
 - Rural Areas - 29

Thank you

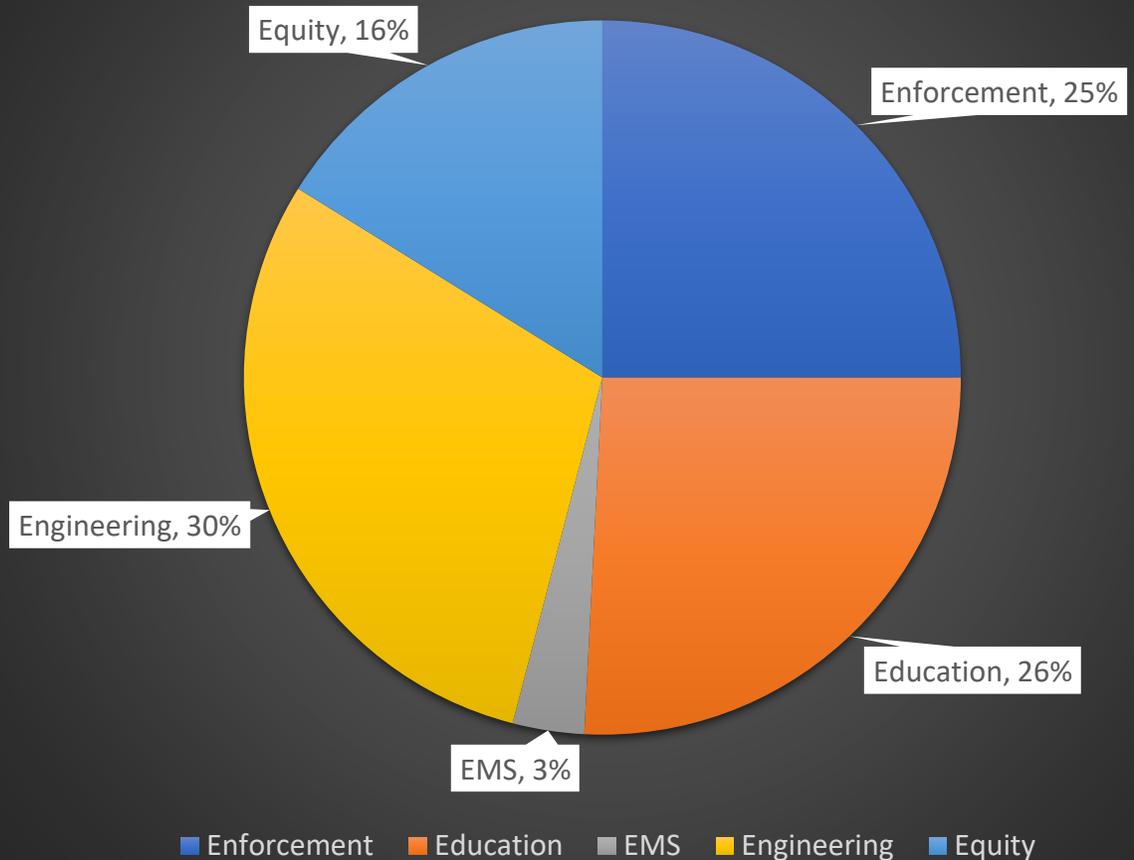
Any Questions????



Vision Zero Council – Committee Organization

- Four Subcommittees commissioned by VZC
 - Engineering
 - Enforcement
 - Education
 - Equity
- Committees formed via survey response and appointments by council members
- Subcommittee chairs appointed by VZC members
- Subcommittee chairs tasked with scheduling and holding two meetings prior to 6.14.22 meeting

Subcommittee Breakdown



Vision Zero Council – Committee Guidance

- Subcommittee Chairs were given guidance to give a high-level framework for the first two meetings:
 - Problem Description and Subcommittee Composition
 - Current efforts to address identified problems across agencies and stakeholder groups
 - Problem Identification, Goals and Potential Countermeasure Selection
 - Additional Stakeholder Identification

Vision Zero Council – Committee Organization

- Engineering Subcommittee
 - Co-chair: Erika Lindeberg, Transportation Principal Engineer, DOT
 - Co-chair: Charles Harlow, Fuss and O'Neil

Vision Zero – Engineering Subcommittee Report to Vision Zero Council – June 14, 2022

Meetings were held April 27, 2022 and May 24, 2022

Agenda summary:

- Why are we here?
 - Discuss purpose of engineering subcommittee
 - Problem description
- Current **Engineering** efforts to address identified problems
- Potential **Engineering** countermeasure selection
- Additional **Engineering** stakeholder identification/ Co-chair
- What to report to Vision Zero Council – June 14th



ROAD TO
SAVING LIVES

Engineering Subcommittee – Participants

- 24 participants in April/ 23 in May
- State Agencies represented: CTDOT; CTDCJ; CTADS; CTDPH
- Other public agencies represented: CRCOG; Naugatuck Valley COG; City of New Haven
- Multiple engineering consultants
- Community based committees: Milford and Fairfield



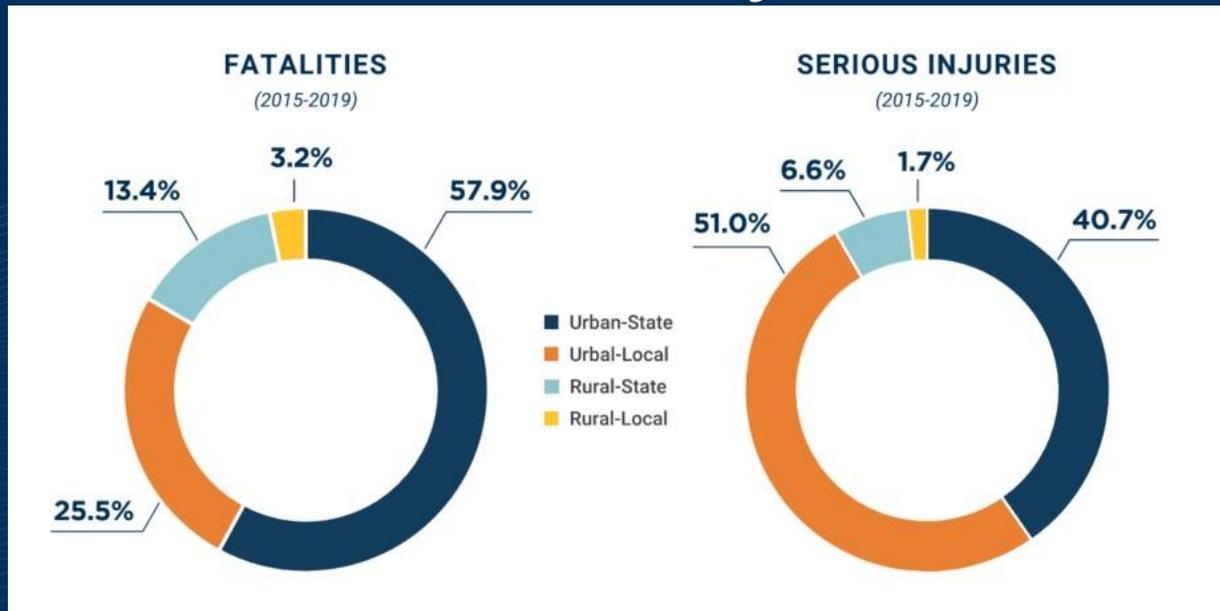
Engineering Subcommittee - Purpose

- To recommend to the Vision Zero Council statewide **Engineering** related **POLICY** to eliminate transportation-related **fatalities** and **severe injuries** involving pedestrians, bicyclists, transit users, motorists, and passengers.



Problem Description -> Opportunity for Improvements

- Problem – statistics show a trend of increasing road-user fatalities and serious injuries



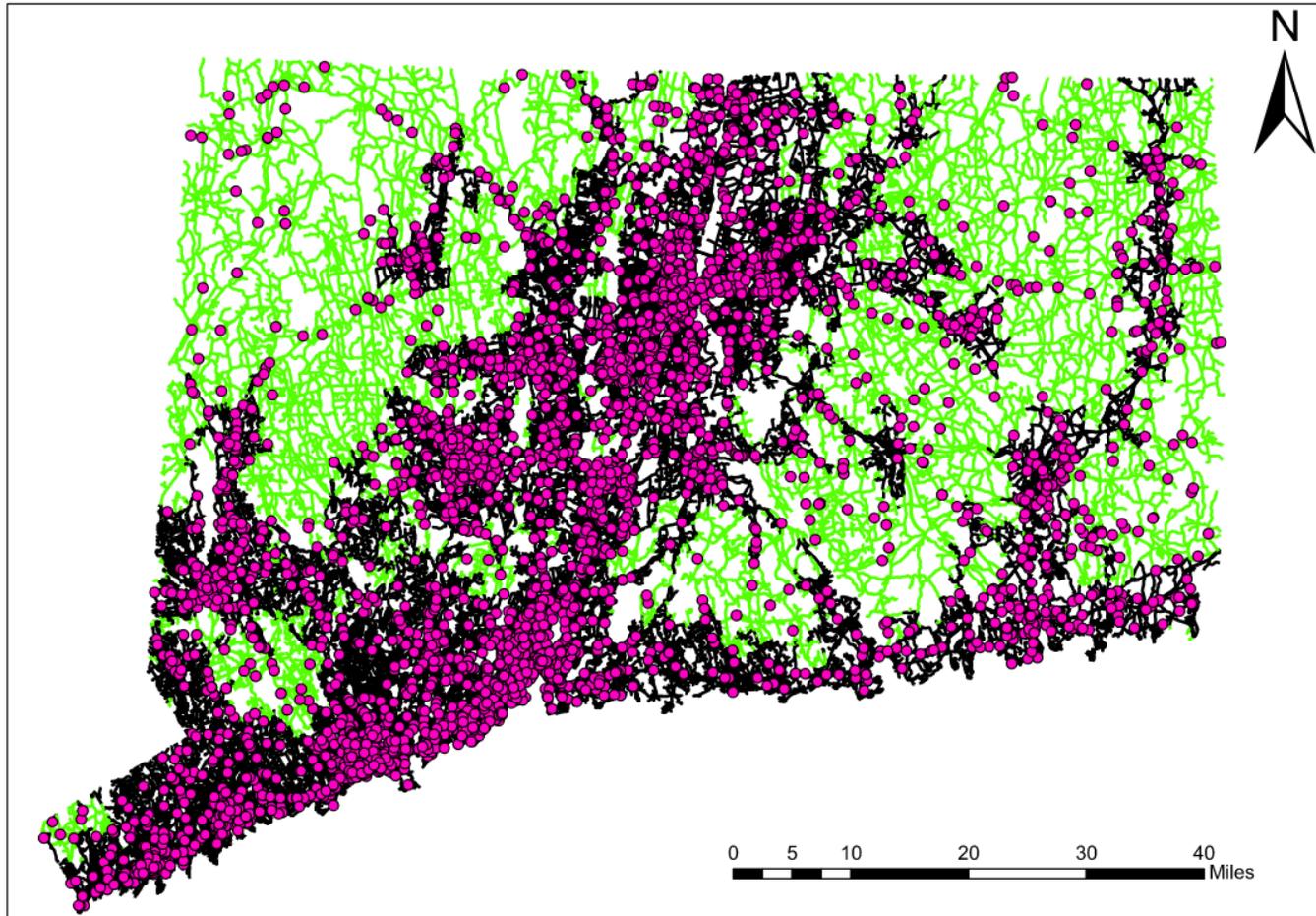
2015-2019:

Majority of fatalities occurred on urban-state roads; majority of serious injuries occurred on urban-local roadways



ROAD TO
SAVING LIVES

URBAN VS RURAL FATAL AND SERIOUS INJURY CRASHES



Data Driven
2016-2018



Current Engineering Efforts to Address Identified Problems

- Strategic Highway Safety Plan (**SHSP**) approved by FHWA May 2022.
 - Five Year overarching statewide Safety plan – required by FHWA to use Highway Safety Improvement Program (HSIP) monies
 - Implementation phase next – key strategies to be prioritized
- CTDOT Engineering has ongoing and proposed projects in three major program areas – based on data:
 - Roadway Departure
 - Intersection Safety
 - Pedestrian Safety



Roadway Departure Reduction

\$16 M proposed obligations for current Federal Fiscal Year
24% of fatal and serious injury crashes (2018-2020)

- Horizontal Curve signing on Urban/Suburban **Municipal** roadways
- Centerline Rumble Strips – **State** and **Municipal** roadways
- High Friction Surface Treatment on **State** roadways
- Pavement Markings on **Municipal** roadways



Chevron signs installed along a curve

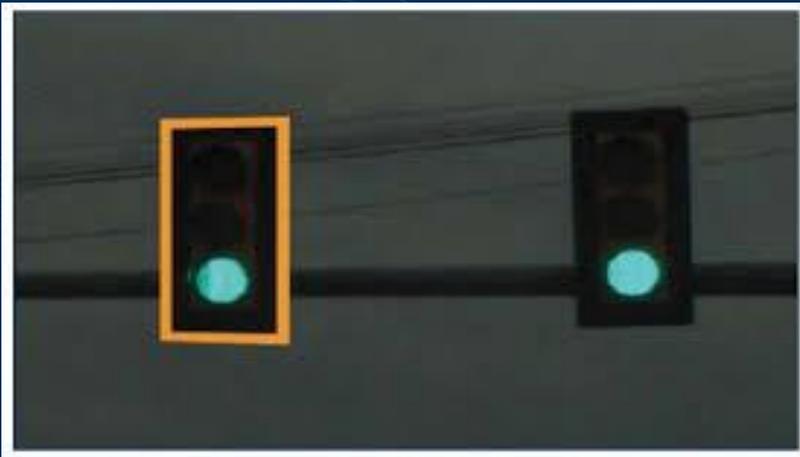


Intersection Safety Improvement



\$17.3 M proposed obligations for current Federal Fiscal Year
23% of fatal and serious injury crashes (2018-2020)

- Signalized:
 - Planning study on **Municipally** owned signals
 - Interval Retiming on **Municipally** owned signals
 - Safety and technology upgrades on **State** owned signals
- Unsignalized: Signing and Pavement Markings on **State** and **Municipal** intersections
- **Statewide** roundabout study



Pedestrian Safety Improvement

\$4.5 M proposed obligations for current Federal Fiscal Year
17% of fatal and serious injury crashes (2018-2020)

- RRFB installation on **State** and **Municipal** mid-block crosswalks
- Upgrade pedestrian facilities on **State** owned signals
- **Statewide** Road Diet Education/Awareness Campaign
- Raised intersection/crosswalk pilot study



Other *Current* Engineering Efforts to Address Identified Problems

- UCONN crash repository crash reviews
- CTDOT Highway Safety Office behavioral efforts
- Quick Builds – Test before you invest projects in Massachusetts
- Regional Transportation Safety Plans (RTSPs) completed for all nine COGs in CT
- Safe Streets and Roads for All Grant Program in IIJA (Bipartisan Infrastructure) Bill
- Speeding: reviewing National best practices; use of speed feedback signs
- Separated bike lanes (many in design)
- Signal timing/coordination
- Pedestrian infrastructure upgrades for municipal signals



Potential Engineering Countermeasure Selection/ Policy: Brainstorm Ideas

- Pedestrian/Bicycle Infrastructure considered in every project
- Test before you Invest:
 - for users to see first before making permanent changes
 - public education
 - for example - use of bollards
- Jurisdiction for municipalities to take over sections of state roads – allow for more municipal control
- Opportunities for more dedicated bike lanes



Potential Engineering Countermeasure selection/ Policy Cont.

- Selling idea of road diets and complete streets to businesses in terms of economic development.
- Need to change transportation culture:
 - Figure out new engineering ideas
 - Determine new ways to design streets to effectively impact driver behavior – such as reducing speeds
- Already implementing many safety strategies – need to expand what is working to new areas around the state.



Additional **Engineering** stakeholder identification

- Opportunities to continue to promote Vision Zero council?
- Consideration of variable meeting times – for more opportunity for people to attend.



Select Co-Chair and What to Report to Vision Zero Council

New Co-Chairs:

Marissa Pfaffinger – CTDOT – Project Development Unit

Charles Harlow – Fuss and O’Neil

Next Steps:

Further development of ideas to present at next Council meeting in September.

Policy recommendations before next legislative session.



ENFORCEMENT SUBCOMMITTEE

- **Enforcement Subcommittee Chairs:**
- **Chair: Mark DiCocco, Sergeant, Connecticut State Police – Collision Analysis and Reconstruction Squad**
- **Co-Chair: Terri Thompson, Transportation Planner, Greater Hartford TIM Coalition Chair, Capitol Region Council of Governments (CROG)**



SUBCOMMITTEE MEMBERS

Jennifer M. Barry	Department of Criminal Justice
Jackie McMahon	Department of Criminal Justice
Dan Parlapiano	Department of Transportation
Eamon Flannery	Department of Transportation
Sergeant Mark DiCocco	State Police – Collision Analysis and Reconstruction Squad
Sergeant Alexander Cintron	State Police – Traffic Services Unit
Trooper First Class Donald Dunning	State Police – Training Academy
Lieutenant Jamie Taylor	Manchester Police Department
Lieutenant Robert Stanford	Manchester Police Department
Lieutenant Sean Maher	New Haven Police Department
Sergeant Darryl Wilson	Bridgeport Police Department
Sergeant Jon Krchnavy	Waterbury Police Department
Officer Timothy Budwitz	Hartford Police Department
Joy Allegra	Park City Wellness Center
Robert Frankel	UConn School Of Law
Abigail Roth	Safe Streets Coalition of New Haven
Justin Peng	Department of Public Health – Epidemiology
Terri Thompson	Capitol Region Council of Governments/Greater Hartford Traffic Incident Management Coalition
Roger Krahn	Capitol Region Council of Governments
Angela Rovinelli	
Thomas Broderick	
Caro Marrero	
Alec Slatky	AAA Northeast
Alva Jeffreys	
Holly Schulz	Pedestrian Safety Advocate
Lior Trestman	Safe Streets Coalition of New Haven
Thomas Regan-Lefebvre	Center for Latino Progress/Transport Hartford
Richard Donovan	Naugatuck Valley Council of Governments
John Hall	The Jonah Center For Earth and Art



MISSION OF THE ENFORCEMENT COMMITTEE

- Our mission is to work to develop a state-wide interagency **enforcement** approach to eliminate transportation-related fatalities and serious injuries to pedestrians, bicyclists, motorists and passengers.
- Advise the Vision Zero Council with **enforcement** solutions and strategies in accordance with the Connecticut General Statutes.
- What does traffic enforcement mean?
 - Enforcement of Title 14 - Motor Vehicles, Use of the Highway/Roadway by Vehicles.
 - Traffic enforcement may be broadly defined as the total law enforcement effort directed toward obtaining, compliance with motor vehicle statutes, when traffic safety education and driver training efforts have failed to accomplish this.
 - Effective traffic enforcement depends upon detecting and apprehending as many traffic law violators as possible.
 - Imposing appropriate penalties when found guilty by the applicable court or a plea of Nolo Contendere (no contest).



PRIMARY TRAFFIC ENFORCEMENT GOALS

The primary goals of traffic law enforcement efforts are to save lives, prevent collisions, and expedite the flow of traffic.

Protect life

- Reducing the number of hazardous traffic violations through enforcement efforts reduces the number and severity of collisions, decreases collision related deaths, injuries, and property damage losses.

Reduce collisions

- There is an inverse correlation between a high level, high quality traffic enforcement efforts and the number and severity of collisions occurring at a given location.

Expedite the flow of traffic

- Some collisions occur during stop and go traffic caused by inattention or poor driver judgment during changing speeds, stops and starts and frequent lane changes. The smooth flow of traffic tends to eliminate or reduce collisions.



ENFORCEMENT SUBCOMMITTEE



The Enforcement Subcommittee has had three meetings since its initiation;

- Meeting #1: Friday, 04/29/2022 at 1:00 PM
- Meeting #2: Friday, 05/20/2022 at 1:00 PM
- Meeting #3: Friday, 05/27/2022 at 1:00 PM



PROPOSED ENFORCEMENT STRATEGIES

- In our meetings, numerous enforcement strategies have been proposed and robust conversations regarding these enforcement strategies are underway. Enforcement strategy examples, include, but are not limited to:
 1. Enact a Motorcycle Helmet Statute for All Riders and Enforce the Statute
 2. Fatal Collision Reduction Team
 3. Plan Regular High-Visibility Enforcement (HVE) Blitzes
 4. Implement Automated Enforcement Cameras
 5. Enact an Open Alcohol Container Statute and Enforce the Statute



Vision Zero Council – Committee Organization

- Education Subcommittee
 - Co-chair: Ernie Bertothy, Corporate and Public Relations, DMV
 - Co-chair: Amy Watkins, MPH, Watch for Me CT
 - Co-chair: Shaun Formica, Corporate and Public Relations, DMV

- We have held 3 meetings so far.
- Our committee has representation from many important stakeholders:
 - DMV, DOT, DPH, DCJ, SDE, AARP, Watch for Me CT, T2 Center, AAA, Connecticut Transportation Safety Research Center, New Haven Coalition for Active Transportation/NH Parking Authority, Valley Transit District, Connecticut Bicycle and Pedestrian Advisory Board, Bike Cheshire, Bike Walk Connecticut, CT Association of Schools, engineering companies, concerned citizens, and community activists.

Education Subcommittee

Discussion focuses

- Who are the people/possible target audiences (age groups, types of road users)
- What are the behaviors (speeding, impaired, aggressive, wrong-way)
- What mediums can be used for messaging/outreach (where, how)
- Barriers to communication (language, expense, staff time)

Education Subcommittee

Future policy directions to explore:

- Incentive-based re-education for all ages
- Bicycle education in schools
- Leverage organizations, municipalities and state agencies

Vision Zero Council – Committee Organization

- Equity Subcommittee
 - Co-chair: Sibongile Magubane, Commissioner, DMV
 - Co-chair: Alec Slatky, AAA Northeast

Vision Zero Council – Committee Organization

- Subcommittee Goals and next steps
 - **Discussion** – Subcommittee goals prior to next meeting

Vision Zero Council – Administrative Items



Next Meeting(s)

September 13, 2022

December 13, 2022



Other Administrative items:

- SS4A Grant Opportunity

Vision Zero Council – Public Comment

- Please raise hand or use Q&A box
- Due to FOIA and public access laws, please refrain from using the Chat feature for anything other than our ability to coordinate/help speakers who need assistance using zoom.